

## **Sub-Allocated Programs**

Sub-allocated programs utilize transportation funds provided under the continued resolution of the Transportation Equity Act of 21<sup>st</sup> Century (TEA-21). These programs include the Off-System Bridge, On-System Bridge, Congestion Mitigation and Air Quality, Surface Transportation Programs and Transportation Enhancement. The Missouri Department of Transportation administers the respective programs through its planning and programming functions in the Jefferson City Central Office and 10 district offices around the state. Projects under these programs are typically funded on an 80 percent federal match / 20 percent local match basis. These funds are only provided through this Act. As more information is known about the funding of the new federal reauthorization act, recommendations will be made to the Missouri Highways and Transportation Commission regarding the annual allocations for these programs.

A Reasonable Progress Policy was implemented on January 1, 2005 for all of the sub-allocated programs. This policy ensures that Missouri receives the maximum benefit for its federal transportation funds. The policy has two objectives: (1) ensure that federal funds will be programmed for a project within one year of the funds being allocated by MoDOT, and (2) ensure that once a project is programmed it will reach the point of construction within an appropriate timeframe. Transportation Management Areas with a reasonable progress policy in place are exempt from MoDOT's Reasonable Progress Policy. However, their federal fiscal year ending balance will not be allowed to exceed a total of three years' of allocation.

Information on these programs and MoDOT's Reasonable Progress Policy can be found in the Local Public Agency Manual on MoDOT's web site at **[www.modot.mo.gov/business/manuals/localpublicagency.htm](http://www.modot.mo.gov/business/manuals/localpublicagency.htm)**.

### **Off-System Bridge Replacement and Rehabilitation Program**

This program funds the replacement or rehabilitation of deficient bridges located on roads functionally classified as local or rural minor collectors. TEA-21 mandates that at least 15 percent and no more than 35 percent of the state's total bridge appropriation be allocated to the counties for use on off-system bridges. The Missouri Highways and Transportation Commission allocated 15 percent of the bridge funds to this program. MoDOT administers this program and makes funding available to Missouri counties for project selection.

The estimated annual allocation for the Off-System Bridge Replacement and Rehabilitation Program in Missouri is \$22 million. This is distributed to the counties based on the ratio of the replacement cost of the square footage of deficient bridge deck per county compared to the replacement cost of the square footage of deficient bridge deck in all counties of the state.

District 1	\$3,825,000	District 2	\$3,540,000
District 3	\$2,726,000	District 4	\$2,036,000
District 5	\$1,733,000	District 6	\$ 987,000
District 7	\$1,894,000	District 8	\$1,260,000
District 9	\$ 899,000	District 10	\$2,600,000
Statewide Inspections	\$ 500,000		

The funding distribution and program requirements for this program may change due to the reauthorization of the next federal transportation act. Following the federal reauthorization, the Missouri Highways and Transportation Commission will determine this program's funding distribution.

### **On-System Bridge Replacement and Rehabilitation Program**

This program funds the replacement or rehabilitation of deficient bridges located on roads functionally classified as urban collectors, rural major collectors and arterials. The Missouri Highways and Transportation Commission allocated \$6.3 million of bridge funds annually to the Transportation Management Areas (TMAs) of Kansas City, Springfield, and St. Louis and \$500,000 for urban clusters (small cities) with a population between 5,000 and 200,000. A statewide competitive process will be used to select projects located in small cities. Kansas City, St. Louis, and Springfield will determine projects for their areas. The funds for the TMAs are distributed based on the ratio of the replacement cost of the square footage of deficient bridge deck in the TMA to the replacement cost of the square footage of deficient bridge deck in all TMAs of the state.

The funding distribution and program requirements for this program may change due to the reauthorization of the next federal transportation act. Following the federal reauthorization, the Missouri Highways and Transportation Commission will determine this program's funding distribution.

### **Surface Transportation Program**

#### **Large Urban Program**

This program funds projects such as pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, transit, and pedestrian facilities. TEA-21 mandated that a portion of the Federal Surface Transportation Program funds be spent in the Transportation Management Areas. Transportation Management Areas are urban clusters with populations greater than

200,000 (large cities). Missouri has three Transportation Management Areas – St. Louis, Kansas City and Springfield. Their allocations are distributed based on their population relative to the state.

The Surface Transportation Program has the most flexible funding allocation among the sub-allocated programs. Projects on roads functionally classified as local or rural minor collectors are not eligible for these funds. However, all bridge projects are eligible, regardless of their functional classification.

The Transportation Management Area identifies needs that will address regional transportation issues. Additionally, local and state agencies identify transportation needs within the Transportation Management Area boundary. The Transportation Management Area works in coordination with the state and local agencies to define the scope of projects, to address the regional needs and to identify appropriate project sponsors. Any agency, state or local, that wants to sponsor a project submits an application to the Transportation Management Area. Projects that MoDOT sponsors compete with all other applications for Large Urban Funding using the Transportation Management Area-defined prioritization process.

The estimated annual allocation for the Large Urban Program in Missouri is \$43 million. This figure includes the small-urbanized areas (urban cluster populations between 5,000 to 200,000) within District 4 (Kansas City area), District 6 (St. Louis area) and District 8 (Springfield area) boundaries. The funding distribution and program requirements for this program may change due to the reauthorization of the next federal transportation act.

### **Small Urban Program**

The Missouri Highways and Transportation Commission allocated \$3.5 million of Missouri's Surface Transportation Program funds annually for use in cities with an urban cluster population between 5,000 and 200,000. Project examples include pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, and transit and pedestrian facilities.

The 2000 Census resulted in adjustments to the distribution of funds among the small cities. The funding distribution and program requirements for this program may change due to the reauthorization of the next federal transportation act. Following the federal reauthorization, the Missouri Highways and Transportation Commission will determine this program's funding distribution.

### **Enhancement Program**

Project examples may include facilities for bicycle and pedestrian activities, construction of overlooks for scenic views and visitor or welcome centers, landscaping, control and removal of outdoor advertising, river clean-ups, and wildlife crossings. This program was

federally mandated in TEA-21. The program requires that each state reserve 10 percent of its Federal Surface Transportation Program funds for transportation enhancement activities. Projects are selected through a competitive process and approved by the Missouri Highways and Transportation Commission. Funding distribution for the Enhancement Program is based on relative population. Funds are distributed to the MoDOT districts and TMA areas.

The new Transportation Enhancement Guide has been approved by the Commission and was developed to assist local agencies in the application and project selection process. The new Transportation Enhancement Guide is available on the Internet at **[www.modot.mo.gov/business/manuals/documents/Final%20Enhancement%20Guide.pdf](http://www.modot.mo.gov/business/manuals/documents/Final%20Enhancement%20Guide.pdf)**.

The estimated annual allocation for the Transportation Enhancement Program in Missouri is \$18 million. The funding distribution and program requirements for this program may change due to the reauthorization of the next federal transportation act.

### **Congestion Mitigation and Air Quality**

Project examples include alternative fuel vehicle research, signal coordination, transit services, intelligent transportation systems, bike/pedestrian facilities, rideshare programs, programs to educate the public about air quality ozone issues, construction of high occupancy vehicle lanes and congestion management systems. This program was federally mandated in ISTEA and carried over into TEA-21. The federal transportation bill reserves funding for projects that improve air quality in affected areas. Affected areas are defined as areas that do not meet the EPA's requirements for ozone and carbon monoxide. MoDOT distributes funding to eligible areas for project selection. The EPA determines the geographical boundaries for this program.

The Federal Highway Administration and the EPA establish Congestion Mitigation and Air Quality funding levels and eligible work types. The purpose of these funds is to reduce transportation-related emissions and improve air quality. Any project using this type of funding must be either located within the non-attainment or maintenance area boundary, or be in close proximity with emissions benefits realized mainly within the boundary. A Congestion Mitigation and Air Quality guidance booklet is available at **<http://www.fhwa.dot.gov>**.

Missouri received an annual allocation of \$22 million during TEA-21. The funding distribution and program requirements for this program may change due to the reauthorization of the next federal transportation act.